

PRESIDENT DECIDES TO MAKE FIRM DEMAND AT ONCE THAT GERMANY FOLLOW LAW OF NATIONS ON SEA

United States Will Insist on Explanation of All Attacks Involving American Ships or Lives---Cabinet Approves Draft of Note.

Washington, May 11.—President Wilson had practically decided to-night on the first step in the policy which the United States government will pursue as a result of the sinking of the British liner Lusitania with the loss of more than a hundred American lives.

The President will act promptly—within another day or two. A draft of a communication to be sent to Germany was submitted to the cabinet to-day and approved unanimously. While no official announcement was made, it was learned that the United States would present a note and insist upon an explanation of the series of incidents which have occurred since the proclamation of a war zone around the British Isles—the sinking of the Falaba, causing the death of Leon C. Thresher, an American citizen, the attack by German airmen on the American steamer Cushing, the torpedoing of the American steamer Gulfight and finally the destruction without warning of the Lusitania with a toll of more than a thousand lives.

In what are described by those familiar with the document as firm and unmistakable terms, the President voices the intense feeling of the United States over those happenings and in the name of international law demands an adherence by Germany to the established rules of maritime warfare. The note asks that some assurance or guarantee be given hereafter that unarmed merchant vessels carrying non-combatants be visited and searched when encountered on the high seas by the German navy and passengers and crew transferred to a place of safety before any prize is destroyed.

The President points out, it is understood, that the United States will hold Germany to strict accountability for any attacks on American vessels or lives that have not been carried out in accordance with the rules of maritime warfare. He declares, moreover, that the United States will not permit an unjustifiable act to go unpunished and that it will not permit an act of war to be committed without a just cause.

What will follow in the event of a refusal by Germany to comply with the President's wishes of the note, about to be sent, no one of the President's official family would predict. They said the President was determined to act firmly and deal with each situation as it came. It was pointed out, too, that in a speech at Philadelphia in reference to peace Mr. Wilson was expressing an ideal that he wished America could and would follow.

VIGOROUS ACTION POSSIBLE. Persons familiar with the President's line of view indicated, however, that there was by no means any possibility of a possible eventuality of the present crisis and knew that the United States might have control might make vigorous action necessary.

The circular from the German government to neutral countries assuming responsibility and promising reparation for any damage in the war zone to neutral vessels will not affect the determined course of the President. It was considered by the cabinet to-day, but high officials later pointed out that there is no guarantee that the lives of Americans will be safeguarded, as submarines cannot be controlled by the German government or crew of vessels they attack.

MIND VIRTUALLY MADE UP. The impression was gained in executive quarters after the cabinet meeting at which the President had not definitely determined on the exact course he would follow, but had practically decided to ask Germany to furnish some assurance or guarantee that there would be no repetition of the Lusitania tragedy which would mean that unarmed merchant vessels with neutral passengers and crew would at least be visited and searched and non-combatants removed to a place of safety before the ship's destruction as a prize.

Whether the request for a guarantee of the future would be accompanied by demand for full reparation to the families of the American victims or other action on the Lusitania case it would be postponed until Germany's attitude toward the first request was ascertained, are steps which the President understood not yet to have settled in his mind.

GERMANY'S REFUSAL SERIOUS. It is recognized that a refusal by Germany to meet such a request would present a serious situation, but there is no doubt among the President's advisers that this act alone would not lead to a declaration of war, but would be a serious step toward the declaration of a vigorous attitude.

Canvass of officials well informed in situation disclosed the fact that they are convinced that the President would take a course which would be consistent with the dignity of the United States and to him free to adopt if necessary a more emphatic line of action as the attitude of Germany was revealed.

TO CHECK DR. DEINBERG. Developed during the day that consideration had been given to the status of Dr. Bernhard Dernburg, former German colonial secretary, who has been in this country for several months past as a spokesman for the German cause. The statement Dr. Dernburg justifying the torpedoing of the Lusitania as an incident in the war, taken in connection with other statements, are understood to have met a strong disapproval in high executive quarters. This has led to some consideration of precedents to see what steps are open to the government to protect the embarrassment which officials feel has resulted from Dr. Dernburg's statement. The departure of Dr. Dernburg or the cessation of his activities would, it was intimated, be a welcome move to the authorities here, by the least.

ADMIRALTY HAD WARNED LUSITANIA OF SUBMARINES

London, May 10, 1915, p. m.—The Cunard line steamship Lusitania, sunk last week off Kinsale by a submarine, was struck by but one torpedo, according to the testimony of Captain Turner of the steamer, given to-day at the coroner's inquest at Kinsale. But this deadly missile found a vital spot and sent the liner to the bottom in less than twenty minutes, carrying with her more than a thousand souls.

The evidence of Captain Turner, which cleared up many other points concerning the disaster and that of other members of the crew of the vessel with a general knowledge of the situation, led the jury to bring in a verdict of "wholesale murder" against the German Emperor and his government and the officers of the submarine directly responsible for the sinking of the ship.

It was also disclosed to-day by Captain Turner and by Winston Spencer Churchill, first lord of the admiralty, in a statement in the House of Commons, that the captain had received wireless advices from the admiralty in regard to the presence of submarines on the Irish coast.

Captain Turner in his testimony said he had followed this advice "to the best of his ability."

The character of the advice tendered by the admiralty was not divulged and will not be until Lord Mersey opens his inquiry into the loss of the ship.

INTERNAL EXPLOSION CREDITED. Meantime the cause for the heavy loss of life, the absence of any naval escort for the threatened vessel and the and damage with which she sank afford room for much speculation. Captain Turner declared that one torpedo did all the damage, said the second explosion which the passengers heard was an internal one and that the engines having been put out of commission, it was impossible to stop the Lusitania and permit of her boats being lowered properly.

This idea of an internal explosion is supported by naval experts, who point out that if the torpedo had exploded on contact the steamer would have been disabled or had one or two of her compartments flooded. It is evident, however, they say, that if the torpedo penetrated the hull and the charge of 20 pounds of explosive was detonated it would have created an effect similar to the explosion of a magazine within the ship. There is little wonder, therefore, they say, that the Lusitania sank so rapidly or that so many persons were killed by the fumes of the explosion.

WILL NOT PROTECT SHIPS. On the question of why no naval escort accompanied the Lusitania, Mr. Churchill explained in the House of Commons that the policy of the admiralty is that merchantmen must look after themselves. This policy was due to the fact that the admiralty had not sufficient destroyers to escort all merchant ships, they being required to guard the continuous stream of transports from England to France, and to protect the English east coast from German raids.

Naval observers are of the opinion that the use of destroyers for the protection of shipping is probably what the Germans are trying to force England to give, but they say that the admiralty, with its eyes fixed on the naval and military needs of the country will not divert its ships for other purposes. Some of the members of the House of Commons, however, express the belief that a steamer that is particularly threatened with destruction should be especially protected and the matter of convoys doubtless will be further discussed in Parliament.

BRITISH PEOPLE AROUSED. All this discussion, however, has not lessened the anger of the people at the action of Germany which resulted in the loss of so many lives of non-combatants. Throughout the country this anger has found expression in many ways. In some towns where there are considerable German populations rioting has occurred, while more sober business men have decided to exclude all men of enemy countries and even naturalized Britishers of German descent, from the exchanges of the country.

Another effect has been to boom recruiting. Every recruiting office reported to-day that more men had presented themselves for service than for weeks past. The main hall of the chief recruiting office in London was crowded all day with men waiting for medical examination.

This boom was helped by a German air raid on South End and vicinity early to-day. Altogether the raiders dropped 120 bombs but only two deaths resulted. An old woman was killed in her bed and her husband died from injuries received in jumping from a window. The material damage caused by fire started by the bombs is estimated at \$2000.

TAKING PRECAUTIONS. "Gibbs—That's a pretty rocky looking umbrella you have there, old man. I wouldn't carry one like that." "I didn't know you wouldn't; that's the reason I carry it when you're about—T.H.B."

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KAISER CHARGED WITH MURDER BY CORONER'S JURY

Finding Is Result of Inquest at Kinsale, Ireland, into Deaths of Five of the Lusitania's Victims, and Includes Officers of Offending Submarine and the German Government.

Kinsale, Ireland, May 10, 4:20 p. m.—When the inquest over five victims of the Lusitania had been concluded to-day the coroner's jury returned the following verdict: "We find that the deceased met death from prolonged immersion and exhaustion in the sea eight miles south southeast of Old Head of Kinsale on Friday, May 7, 1915, owing to the sinking of the Lusitania by a torpedo fired by a German submarine."

"We find that this appalling crime was committed contrary to international law and the conventions of the civilized nations."

"We also charge the officers of said submarine and the Emperor and government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world."

"We desire to express sincere condolences and sympathy with the relatives of the deceased, the Cunard company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."

SECOND TORPEDO DEADLIER. Coroner Hogan said that the first torpedo fired by the German submarine did serious damage to the Lusitania, but that, not satisfied with this, the Germans had discharged another torpedo. The second torpedo, he said, must have been more deadly, because it went right through the ship, hastening the work of destruction.

The characteristic courage of the Irish and British people was manifested at the time of this terrible disaster, the coroner continued, and there was no panic. He charged that the responsibility "lay on the German government and the whole people of Germany who collaborated in the terrible crime."

"I propose to ask the jury," he continued, "to return the only verdict possible for a self-respecting jury that the men in charge of the German submarine were guilty of wilful murder."

COMPARTMENTS CLOSED. Ship's Bugler Livermore testified that the water tight compartments were closed but that the explosion and the force of the water must have burst them open. He said that all the officers were at their posts and that earlier arrivals of the rescue craft would not have saved the situation.

Captain Turner testified briefly. The coroner asked him: "You were aware threats had been made that the ship would be torpedoed?" "We were," the captain replied. "Was she armed?" "No, sir."

"That precaution did you take?" "We had all the boats swung when we came within the danger zone, between the passing of Fastnet and the time of the accident."

"I had all the bulkheads closed," Captain Turner said. "Between the time of passing Fastnet at about eleven o'clock and of the torpedoing I saw no sign whatever of any submarines. There was some haze along the Irish coast and when we were near Fastnet I slowed down to 15 knots. I was in wireless communication with shore all the way across."

Captain Turner was asked whether he had received any messages in regard to the presence of submarines off the Irish coast. He replied in the affirmative. Questioned regarding the nature of the message he replied:

"I respectfully refer you to the admiralty for an answer."

COULD NOT STOP SHIP. "I also gave orders to stop the ship," Captain Turner continued, "but we could not stop. We found that the engines were out of commission. It was not safe to lower boats until the speed was cut off. As a matter of fact there was a perceptible headway on her up to the time she went down."

"When she was struck she listed to starboard. I stood on the bridge when she sank, and the Lusitania went down under me. She floated about 15 minutes after the torpedo struck her. My watch stopped at 2:30."

"I was picked up from among the wreckage and afterward was brought aboard a trawler. No warship was coming. I saw no warship, and none was reported to me as having been seen."

At the time I was picked up I noticed bodies floating on the surface, but saw no living persons."

"Eighteen knots was not the normal speed of the Lusitania, was it?"

"At ordinary times," answered Captain Turner, "she could make 25 knots, but in war times her speed was reduced to 21 knots. My reason for going is known."

"Was that I wanted to arrive at Liverpool without stopping and win two or three hours of high water?"

"Was there a lookout kept for submarines, having regard to previous warnings?"

"Yes, we had double lookouts."

"Were you going a zigzag course at the moment the torpedoed took place?"

"No, it was bright weather and land was clearly visible."

"Was it possible for a submarine to approach without being seen?"

"Oh, yes, quite possible."

"Something has been said regarding the impossibility of launching boats on the port side."

"Yes," said Captain Turner, "owing to the listing of the ship."

NO PANIC WHATSOEVER.

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"Any new ideas in kitchen utilities?"

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GERMANY PLACES BLAME ON BRITISH

Foreign Office, in Communication to United States Government, Explains Sinking of Lusitania.

Berlin via London, May 12, 8:41 p. m.—The following despatch has been sent by the German foreign office to the German embassy at Washington:

"Please communicate the following to the state department:
The German government desires to express its deepest sympathy at the loss of the liner Lusitania. The responsibility rests, however, with the British government, which, through its plan of starving the civilian population of Germany, has forced Germany to resort to retaliatory measures."

"In spite of the German offer to stop the submarine war in case the starvation plan was given up, British merchant vessels are being generally armed with guns and have repeatedly tried to ram submarines so that a previous search was impossible."

"They cannot, therefore, be treated as ordinary merchant vessels. A recent declaration made to the British Parliament by the parliamentary secretary in answer to a question by Lord Charles Berkeford said that at the present practically all British merchant vessels were armed and provided with hand grenades."

RESPONSIBILITY ON ENGLAND. Besides, it has been openly admitted by the English press that the Lusitania on previous voyages repeatedly carried large quantities of war material, on the last voyage the Lusitania carried 1,200 cases of ammunition, while the rest of her cargo also consisted chiefly of contraband.

"If England, after repeated official and unofficial warnings, considered herself able to state that her navy had no risk and thus lightly assumed responsibility for the human life on board a steamer which, owing to its armament and cargo, was liable to destruction, the German government in spite of its heartfelt sympathy for the loss of American lives cannot but regret that Americans felt more inclined to trust to English promises rather than to pay attention to this warning from the German side."

"FOREIGN OFFICE."

HUBBARD AND FROHMAN WERE PROBABLY IN CABINS

London, May 9, 6:30 p. m.—Oliver P. Bernard, scenic artist of the Grand Theatre, stated to-day that he believed Elbert Hubbard, author and editor, and Mrs. Hubbard of East Aurora, N. Y., who were passengers on the ill-fated ship, went down in their cabin. Mr. Bernard said he thought Charles Frohman, who had been on the voyage, was also in his cabin when the ship sank.